## RAILROADS AND PRIVATE LINES

A Document Bearing On This Subject Filed By Mr. H. M. Emerson.

A. C. L. TRAFFIC MANAGER

He Lays Some Interesting Facts Before the Commerce

Commission.

(Special to The Times-Dispatch.) WASHINGTON, October 21,-A document of unusual interest in railway rate discussion and literature on the subject, because it touches intimately the early history of the relations between private car lines and the railways, has been filed with the Inter-State Commerce Commission by Mr. H. M. Emerson, traffic manager of the Atlantic Coast Line Railroad. The paper is furnished for consideration

in his resume of the conditions preva-lent on the Atlantic Coast Line prior to the making of exclusive contracts between that road and the Armour car-lines, Mr. Emerson states that the ship-ment of perishable goods, such as small frults and berries, vegetables, etc., be-gun from Charleston, S. C., to New York city, possibly as early as 1877. They Were Chests.

during the inquiry now proceeding be-fore the Inter-State Commerce Commis-

These fruit shipments consisted mainly of strawberries. They were handled in what were known as "refrigerator chests," which were furnished by the shippers

chests," which were furnished by the shippers.
"Some of these chests," says Mr. Emerson, "might properly have been called refrigerator cars, as they were mounted by wheels and pulled onto flat cars or in box cars; others were much smaller and could be lifted or moved in hand-trucks. The ice-box was in the top, and the thests were iced before leaving Charleston, and as they passed Portsmouth, Va., the movement being by steamers from Portsmouth."

At this time the freight rates were determined on the basis per hundred pounds, but at all times the classification charges covered only the transportation movement, the shippers having made their own arrangements as to refrigration.

Concern of Shippers.

From this point Mr. Emerson traces the history of the refrigerator car on Southern lines in order to show that from that time to the present the matter of refrigeration was always one with which the shippers had to deal directly, and was never a business of the railroad itself.

road itself.
About 1879 or 1.30 Charleston, S. C., About 1879 or 1.30 Charleston, S. C., shippers arranged to supply the New York markets by securing some six or eight cars from the Seaboard Air Line and fitted these cars with the necessary fee-boxes at their own expense. The leing of these cars at Charleston and the reicing at Wilmington, N. C., was done under the direction and at the expense of the shippers, and at Portsmouth the shipments were transferred to refrigerators on the Old Dominion steamers, where they again supplied the ice at their own expense. Nothing was collected by the transportation lines for refrigeration. refrigeratoin

Shipments of Berries.

About 1889 or 1890 strawherry growing was commenced on what was then known as the "Wilmlagton and Weldon Rallroad," the berry section being limited to a few sections between Goldsboro and Wilmington. The California Fruit Transportation Company undertook to furnish refrigerator cars and refrigera-Transportation Company undertook to furnish refrigerator cars and refrigeration for this traffic. The shippers paid the cost of the refrigeration and the railroads participated in the agreement only far enough to collect the refrigeration charges as an accommodation to the shippers and the Refrigerator Car Company.

Mr. Emerson files a table, showing that Mr. Emerson files a table, showing that prior to 1891 the refrigeration charges were sixty-four cents per crate. This was reduced in 1898 and 1899 to as low as 33 cents per crate to points south of New York city and including



## Should be Careful

to receive three things for the money she spends for groceries: First, quality; second, quantity; and third, full value. If you don't get them it is because you have not bought at our stores.

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New Black-Eyed Peas and Beans, per quart ...........6c Six pounds Nice Brown Sugar for ......25c Wyatt's Regular 10c Shoe Polish, only bottle ...........5c New Codfish, in 1-pound bricks, 5c; Shreded Codfish, pkg. .5c Fresh Bologna Sausage, per pound ......7c New Pigs' Feet, per pound ......5c Six Large New Fat Mackerel, for ........................25e Silver King and all Popular Brands Flour, 82e bag, or bbl., \$5.00 New Prepared Buckwheat, 1-lb. package, 5c; 2-lb. package, 9e; 3-lb, package ......14c Sour Pickles, per gallon ......20c Sterling Soap, octogan shape, 8 bars ........................25c Snow Flake Patent Family Flour, 30c bag, or barrel. . . . . \$4.75 Pure Cider Vinegar, for pickling, per gallon ...........20c

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the proportion of the state of

'Tis a bad sign. A sign that disease of some important organ or function has

seriously affected your nervous system, and that immediate treatment is necessary to

prevent your becoming a physical and mental wreck. If you are a woman, the

cause of your trouble probably lies in those delicate organs and functions peculiar to

your sex, the disorder of which causes nine-tenths of woman's ills. Some symptoms

of such trouble are Sick Headache, Backache, Colic, Cramps, Periodical Pains, Weak-

ness, Nervousness, and Sleeplessness. If you suffer from these or other symptoms,

bear in mind that there is one pure, harmless, medicinal, vegetable essence, which,

for over 70 years, has held pre-eminent place amongst all women, for curing the

diseases of their sex. When you suffer, you cannot go wrong if you will follow

that city. In 1899 the East Carolina Truck and Fruit Growers' Association, which includes about ninety per cent. of the fruit growers of that region, found the service was unsatisfactory and asked for bids from various car lines

The Lowest Bids.

The Lowest Bids.
The Armour Car Lines, Fruit Growers' Express, submitted the lowest bid and, as a result the North Carolina Truck and Fruit Growers' Association requested the Atlantic Coast Line road to make a contract with the Armour car lines, which was done. Under this contract the cost of refrigeration was reduced from 33 cmts to 21-12 cents.
"We have at all times published rates on strawherries and other highly perishable freight, when transported in venti-

on strawberries and other highly perishable freight, when transported in ventilated cars," says Mr. Emerson; "such cars being owned and controlled by our company, and built and equipped for the transportation of such freight. We have never furished refrigeration, but the fruit, berry and vegetable tariffs published by this company contain the following notice. "These rates do not include cost of refrigeration. If shipped in refrigerators cars, cars to be furnished by shippers; ice to be furnished by owners of

cars and the railroad companies to be in no wise liable for any damage arising from defective or insufficienct using of

A statement is also filed by Mr. Emerson which shows that since 1897 the movement of cars over his read has grown from 425 to 1,975 cars in 1903. In 1905 crates were moved as follows: by express, 69,030 crates; by ventilated cars, 43,822 crates; by refrigerator cars, 455,727 crates; showing that, notwithstanding the very much greater cost of refrigerator, more than five times as many crates were slipped in refrigerator cars thal were shipped by express or in ventilated cars.

Icing Stations for Cars

Icing Stations for Cars.

The statement concludes: "In handling the berry crop, it has been considered essential to pack a large number
of cars at least a week or more before
actual movement begins, as it would
be impracticable to move a sufficient
number of cars into the territory after
the season opens to fill promptly shippers' requisition for cars wanted in the
height of the season. The refrigerator
cars are placed at the icing stations or
leading points, only on request of a representative of the owners of the car,

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This

The cars are loaded under the supervision of a representative of the car lines and by labor furnished by the car line companies. After the cars have been loaded and started on their journel, they are inspected at different points on route on route by a representative of the car lines.

en route by a representative of the car lines.

In the territory of the Atlantic Coast Line Railroad the Armour Car Company has established a number of feing and re-icing stations, and at the greater number of these points, they being far removed from the lee manufacturing plants, large houses have been erected for the storage of icc. These houses are filled with lee as early as February; this being necessary to a very great extent on account of the inability of the lemaking plants, within reasonable distance of the fields to furnish lee for berries in the height of the season."

#### HAMPDEN-SIDNEY.

Two Excellent Prizes Offered By

Two Excellent Prizes Offered By
Friends of the College.
(Special to The Times-Dispatch.)

HAMPDEN-SIDNEY COLLEGE, Get.
21.—Two prizes of especial interest have just been offered by friends of the college. The first is a handsome trophy offered by Don. P. Halsey, formerly City Attorney for Lynchburg, and later State Senator from that district. This trophy is to be contested for each year in a public debate by the representatives of the two literary societies of the college, and to be awarded to that society which in the opinion of the judges wins out in the debate. Mr. Halsey is an alumnus of the college, class of 182, and while here won three of the medals offered by his society. His career, since the days as a student here, has been one of constant success and widening influence. He is to-day ranked as one of the very best speakers in Virginia, taking part in every political lyampalgn and responding it many calls for his services as a speaker. His offer of this trophy, therefore viewed from any standpoint, is strikingly appropriate.

The other prize, the announcement of

many calls for his services as a speaker. His offer of this trophy, therefore, viewed from any standpoint, is strikingly appropriate.

It is a strikingly appropriate.

When he has fust been made, is annual prize of which has fust been made, is annual prize to and his wife. Mrs. Martha Bagby Battle and his wife. Mrs. Martha Bagby Battle and his wife. Mrs. Martha Bagby Battle of New York, and to be called "The George W. Bagby Prize." for the best essay dealing with ante-beluum life or history of Virginia or the South. The prize is offered in memory of Mrs. Battle's father, Dr. George W. Bagby famous as the author of "Rubenstein's Playing," "Bacon and Green's" and many other sketches of Virginia life. This prize is especially fitting as offered to the students of Hampden-Sidney College in view of certain facts. Dr. Bagby was born in Buckingham county, the county adjoining that in which Hampden-Sidney is located; he attended school for some time at Wersham, one mile from the college; he was interested deeply in all Southside affairs; and a large part of his liturary work was produced at "Mountain View, one of the ancestral homes in this immediate section. It may be of interest to add that Mr. Battle is a leading lawyer of New York city.

The "Kaleidoscope," the college annual was begun in 1893, from which time ten successive volumes have been published, the last being that of 1993. For some reason none were gotten out in 1994 and 1905, but the students are dicramined that his important expression of student life shall not be allowed, to pass out of existence. The following editorial star has just been elected: "Mr. J. M. Graham, busilences of the foot-ball team, all of them having played in at least two games this season; ( Elean, Joynes, Loynes, H. S., Bowen, Payne, Foster and Philhower.

The aboven and Philhower.

The sellinger and principal of the business departme

PEOPLE IN CAROLINE

(Special to The Times-Dispatch.)
BOWLING GREEN, VA., October 21.—
Mrs. J. M. McManaway left for Rich-

Mrs. J. M. McManaway lett for McHr mond this week to be with her sister, who is sick in a hospital. Miss Pearl Smoot, who is a student at the Woman's College, in Richmond, spent several days here this week with

spent several days here this week with her parents.

Mr. William A. Brooks left last week for Philadelphia, to be married, returned here this with his bride.

Mr. W. E. Ennis spent several days in Norfolk this week on business.

Mrs. George R. Dorsey has gone to visit her parents near Shermansville.

Miss Grace Cogbill, of Fredericksburg, is visiting at Mr. E. R. Cogbill's.

Mrs. Dr. Smith, after a visit of several weeks to her mother, Mrs. C. R. Ennis, left for her home in Louisa.

Mrs. W. W. Wright and son, Harold, are visiting Mrs. Julian S. Lake, of Hampton.

Hampton.

Miss Anderton, of Middlesex, has been

"CARDUI DID ME GREAT GOOD,"

writes Margaret Edmonds, of Houston, Va. 'I suffered periodically and I was not feeling at all well, but as soon as I began to take Wine of Cardul I began to Improve and now I am feeling ever so much better."

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### Poems You Ought to Know.

Whatever your occupation may be, and however crowded your hours with affairs, do not fall to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Prof.

No. 633.

### My Mind to Me a Kingdom Is.

By SIR EDWARD DYER.

OW many lines of poetry are better known to students than the title line of this poem. Its author, Sir Edward lyer, was born in Somersot, Eng., about 1648, and died in Lon-don about 1697. He was educated at Oxford, He was employed in the diplomatic service during the roign of Elizabeth. He was knighted in 1688. The following lines have been set to music. Cruesus authority the form of Lydia. He was celebrated for his riches.

Y mind to me a kingdom is; Such perfect joy therein I find As far exceeds all earthly bliss That God or nature hath assigned; Though much I want that most would have, Yet still my mind forbids to crave.

Content I live; this is my stay-I seek no more than may suffice. I press to bear no haughty sway; Look, what I lack my mind supplies. Lo. thus I triumph like a king, Content with that my mind doth bring,

I see how plenty surfeits oft, And hasty climbers soonest fall, I see that such as sit aloft
Mishap doth threaten most of all;
These get with toll, and keep with fear; Such cares my mind could never bear.

No princely pomp, no wealthy store, No force to win the victory, No willy wit to salve a sore, No shape to win a lover's eye;
To none of these I yield as thrall:
For why? My mind despiseth all.

Some have too much, yet still they crave; I little have, yet seek no more.

They are but poor, though much they have,
And I am rich with little store. They poor, I rich; they beg, I give; They lack, I lend; they pine, I live.

I laugh not at another's loss,
I grudge not at another's gain;
No worldly wave my mind can toss;
I brook what is another's bane.
I fear no fee, I fawn no friend; I loathe not life, nor dread mine end

I do not toy in earthly bliss I weigh not Croesus' wealth a straw; For care, I care not what it is; I fear not fortune's fatal law; My mind is such as may not move For beauty bright, or force of love,

I wish but what I have at will; I wander not to seek for more; I like the plain, I climb no hill; In greatest storms I sit on shore, And laugh at them that toil in vain To get what must be lost again.

I kiss not where I wish to kill;
I feign not love where most I hate;
I break no sleep to win my will;
I walt not at the mighty's gate. I scorn no poor, I fear no rich; I feel no want, nor have too much

The court nor cart I like nor loathe-Extremes are counted worst of all; The golden mean betwirt them both Doth surest sit, and fears no fall; This is my choice; for why? I find No wealth is like a quiet mind.

My wealth is health and perfect ease My conscience clear my chief defence; I neither seek by bribes to please, Nor by desert to breed offence. Thus do I live; thus will I die; Would all did so as well as I!



Times-Dispatch Sunday, Oct. 11, 1908. One is published



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WRESTLING MATCH.

(Special to The Times-Dispatch.)

SPENCER, N. C., Oct. 21.—Charles
Leonhardt, of New Jersey, defoated Bam
Murbarger, of Indianapolis, in a wrestling match here last night by winning
best two out of three falls, The list
gound was catch-car-catch-can, and was